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*J. W. Henshaw, Esq.,  
President Board of Trade.*

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# NECESSITY

FOR

## REDUCING THE CANAL TOLLS.

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OF THE MONTREAL BOARD OF TRADE.**

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1881  
(101)

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## MEMORIAL RESPECTING CANAL TOLLS.

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*To the Honorable*

*SIR S. LEONARD TILLEY, C.B., K.C.M.G.,*

*Minister of Finance of the Dominion of Canada,*

THE MEMORIAL OF THE MONTREAL BOARD OF TRADE, BY ITS COUNCIL,

MOST RESPECTFULLY SHEWETH,

That your Memorialists have received information from an official source, which shows that the Canal Board of the State of New York has abolished all tolls on West-bound merchandise,—the new arrangement to take effect at the commencement of the approaching season of navigation; and, further, that the question of making the Canals entirely free, by abolishing *all* tolls, is under consideration,—it being proposed that these works shall be maintained by a State Tax;—

That your Memorialists have given earnest consideration to the subject of the tolls imposed on merchandise passing Westward and Eastward on the Welland and St. Lawrence canals; and, while (in the face of a large FREE LIST of merchandise on the Erie) they have been constrained to conclude that the canal tolls of Canada are burdensome to the commerce of the St. Lawrence route, your Memorialists believe that the recent action and contemplated policy of the Canal Board and Legislature of the State of New York will undoubtedly place Canadian Merchants and Common Carriers at a far greater disadvantage than before, in competing for the through traffic from the seaboard to the West and the North-West;—

That, while recognizing the action of the Montreal Harbor Trust, in reducing Tonnage and Harbor dues, under the provisions of a recent Act of the Dominion Parliament, your Memorialists would very respectfully represent to you, that these dues really constitute but a small portion of the burdens, which have, in the past, been pressing heavily upon the carrying-trade of the Dominion between the seaboard and the Upper Lakes;—

That your Memorialists have also reliable information showing that the announcement of the new policy of the State authorities herein-mentioned has led trans-Atlantic Shippers, as well as Western Merchants, to expect reduced rates of freight; that the rates now quoted to Canadian Forwarders, (though exactly the same as those offered to forwarders in the United States,) are more disadvantageous than formerly, and are inducing heavy merchandise to seek those channels where rates are lowest, to the loss and detriment of Canadian commerce; and further, that parties in New York and elsewhere are making such inquiries in the Dominion, as may enable them to draw off more of our trade in the near future;—

That, in view of the very large and increasing trade between the St. Lawrence River and the Lower Lakes on the one hand, and Lake Superior on the other, your Memorialists are regretfully constrained to believe, that the Welland and St. Lawrence canal tolls will also operate obstructively to the trade that is springing up between the older Provinces of Canada and the new Provinces of our own North-West; and that they will, if not greatly modified or removed, divert business from Canadian into foreign hands;—

That your Memorialists confidently believe that the further removal of burdens and obstructions from the steamships and sailing vessels that seek the St. Lawrence trade, would go far towards increasing Canadian commerce,—but all the more necessity would, and even now does exist, for so modifying canal tolls, as that homeward freight might be provided for them ; and your Memorialists believe that such a policy would greatly encourage the new Steamship Lines between the European Continent and Canada, while they in turn would afford valuable facilities for bringing immigrants from Germany, France, &c. ;—

That your Memorialists are very deeply impressed with a sense of the impending danger to the commercial interests of the Dominion of Canada, so far as these are involved in our Great Water-Highway, and the sea-going and inland trade of which it is the channel,—and with the evident necessity which presses for the immediate establishment of an effective counteracting policy ;—because, as your Memorialists believe, it can be shown that, while the tolls act as deterrents to commerce, those on the Welland are yielding a comparatively small and diminishing revenue ;—

That your Memorialists have approached you, and (through you, as they earnestly hope) your Colleagues in the Dominion Government, in no spirit of selfishness nor of local feeling or policy, but on the broad ground of National interest,—pleading with you, as they desire it to be understood, in behalf of the welfare and prosperity of all classes of our wide-spread population ;—

That your Memorialists find that they are unable to embody in this document all that might or should be said in exposition of their views on the vital question to which they have been soliciting your attention ; they are not without hope, however, that enough has been adduced to impel you to give the subject your consideration,—and that you may feel warranted in recommending to your Colleagues in the Privy Council some such method of *immediate* relief by Order-in-Council (as in 1860), until a year's experience may warrant more permanent and decisive action by Parliament at its next session ;—

WHEREFORE,—for the reasons herein adduced,—your Memorialists most earnestly invoke such immediate inquiry into the question of the onerousness of the Canal Tolls in all their bearings, and such consideration as may enable you to recommend to your Colleagues in the Privy Council the adoption of a policy that may forthwith tend greatly to lighten, and possibly entirely remove, the burdens that threaten so imminently to embarrass more than ever before the commerce of Canada.

Signed on behalf of the Montreal Board of Trade, and its Council,

F. W. HENSHAW,

*President.*

WM. J. PATTERSON,

*Secretary.*

MONTREAL, 11th April, 1881.

57897

## CANAL TOLLS AND HARBOR DUES.

*Supplementary Statement presented to the Council of the Montreal Board of Trade, 29th March, 1881, by the Secretary.\**

A reduction in dues levied on tonnage and merchandise in the Harbor of Montreal, under a recent Act of the Dominion Parliament, will tend to increase the numbers of sailing vessels and steamships in the Trade of the St. Lawrence River; but the serious consideration will, nevertheless, remain, that provision has not been made for enlarging the volume of merchandise requiring transportation on the inland waters, either to ports in Canada or the United States.

While the River St. Lawrence is spoken of, in the abstract, as the natural highway from the ocean to the interior of North America, there are obstacles to its being used as such,—and it is worth knowing what they are.

Passing over the superior advantages afforded by the capacity of the Canadian Canals, as compared with the Erie Canal,—leaving, also, out of consideration the shorter distance from the sea-board at Montreal to ports on the Upper Lakes, as contrasted with the distance from New York,—it appears that the existing Canal Tolls levied on merchandise passing westward and eastward, are very great barriers in the way of an increase of traffic; at any rate, they seem to be much greater hindrances than are the Harbor Dues imposed at Montreal. These Tolls, moreover, are believed to be apportioned somewhat arbitrarily, and to discriminate considerably against certain classes of merchandise. An examination of the following particulars, will show how much the inland traffic through Canada is handicapped, as compared with that going westward from New York via the Erie Canal. The examples show what the charges are which

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\* It was ascertained, after the Statement had been laid before the Council, that the Harbor Commissioners had revised and remodelled the Tariff of Harbor and Tonnage Dues. Steamships and Sailing Vessels are now to be charged 1c. and  $\frac{1}{2}$ c. respectively per ton,—the reductions being  $\frac{1}{2}$ c. and  $\frac{1}{4}$ c. per ton. Reductions of 5c., 12c., and 15c. per ton are made upon Iron, Tin Plates, and Wines and Liquors respectively; while there is an increase of 5c. per ton on Mineral Waters. A notable feature of the new Tariff is, that the classification is simpler than before,—the maximum rate on merchandise being now 25c. per ton, instead of 50c. The examples given in this Statement are allowed to stand, as at first submitted; because these changes will not materially affect the conclusions arrived at.—W. J. P.



the Canadian Carrier has had to pay out of his proportion of the through rates on merchandise from Europe to ports on Lake Michigan :—

*Soda Ash and Caustic Soda.*

Montreal Harbor Dues. ....	25c.	per 2,000 lbs., equal to	28c.	per gross ton.
Lachine Canal Tolls.....	20c.	"	22½c.	"
Welland Canal Tolls.....	40c.	"	44½c.	"

*Tin Plates.*

Montreal Harbor Dues. ....	2c.	per box,	equal to	40c.	per gross ton.
Lachine Canal Tolls.....	20c.	per 2,000 lbs.,	"	22½c.	"
Welland Canal Tolls.....	40c.	"	"	44½c.	"

*Liquors.*

Montreal Harbor Dues. ....	40c.	per 2,000 lbs., equal to	44½c.	per gross ton.
Lachine Canal Tolls.....	20c.	"	22½c.	"
Welland Canal Tolls.....	40c.	"	44½c.	"

*Mineral Water.*

Montreal Harbor Dues. ....	20c.	per 2,000 lbs., equal to	22½c.	per gross ton.
Lachine Canal Tolls.....	20c.	"	22½c.	"
Welland Canal Tolls.....	40c.	"	44½c.	"

*Iron.*

Montreal Harbor Dues. ....	25c.	per 2,000 lbs., equal to	28c.	per gross ton.
Lachine Canal Tolls.....	15c.	"	16½c.	"
Welland Canal Tolls, none,		having paid tolls on Lachine Canal.		

*Recapitulation.*

Total extras on Soda Ash and Caustic Soda.....	.95½	per gross ton.
" Tin Plates .....	\$1.07½	"
" Liquors.....	1.12	"
" Mineral Water.....	.89½	"
" Iron.....	.44½	"

As an illustration of the way in which these imposts militate against the trade of the St. Lawrence, take the following example. If a consignment of 200 tons of *Tin Plates* were divided at Liverpool and shipped for Chicago,—one half via Montreal and the St. Lawrence Canals, and the other via New York and the Erie Canal,—the experience would be thus :—

*Via MONTREAL.*

Montreal Harbor Dues,—levied whether the merchandise is landed on the wharf, or transhipped to inland craft without being landed,—on say 2,000 boxes, at 2c. per box. ....	\$40.00
Lachine Canal Tolls on 100 tons gross weight, equal to 112 tons of 2,000 lbs., at say 20c. per ton.....	22.40
Welland Canal Tolls (on 112 tons at 40c.) .....	44.80
	<hr/>
	\$107.20

*Via NEW YORK.*

Wharfage, if transhipped to inland craft without being landed...	<i>Nil.</i>
Erie Canal Tolls, from West Troy to Buffalo, 345 miles,—rate, one-fourth of a cent. per mile, per 1000 lbs., or on 2,240 lbs.	\$19.30
	<hr/>
Balance against Canadian route .....	\$87.90

This very great difference in amount of Harbor Dues and Tolls levied upon merchandise moving westward via the Canadian inland water route, has existed for some years; but in the season of 1881, the obstacle will be increased to \$107.20,—for the Legislature of the State of New York has *abolished the tolls upon all west-bound freight carried on the Erie Canal*. According to an official statement, the tolls derived from that class of freight in the season 1879, amounted to \$94,008,—levied upon 1,347,452 tons (2,000 lbs. to a ton) of goods, valued at \$151,589,368;—the revenue from same source in 1880, was \$108,456.

The proportion of the through freighting charges upon the merchandise thus particularized, from Montreal to Milwaukee or Chicago is about \$3.00 per gross ton, out of which, generally speaking, all the Dues and Tolls have to be paid. The U. S. inland forwarder can therefore be content with a much lower rate (say \$2.00 to \$2.25 per ton) for his share of the service, and yet earn more money than his Canadian competitor. The expected reduction in Harbor Dues alone, therefore, will not go *very* far towards relieving our forwarders from the burdens under which they are laboring in an unequal competition.

This condition of affairs sufficiently accounts for the recent loss by a firm here of an opportunity to transport 18,000 tons of merchandise from Montreal to Chicago, to be delivered there during the coming season,—and which was to be the first of a series of large engagements initiating a new trade on account of parties on the continent of Europe. In this proposed transaction, the steamship rates were practically the same as those to Boston and New York. A concession of *one shilling* a ton was however offered, to assist in meeting the requirements of the case; but the inland transportation service was so hampered with the Tolls and Dues, that the carrier by the longest and most tedious route (the Erie Canal) carried off the contract.

It may be incidentally stated, that the failure to secure that single contract, involved an estimated loss, one way and another, to trade as per the subjoined memorandum:—

Ten steamers of 1,200 tons register would have been needed to bring that 18,000 tons of freight to Montreal.

The disbursements of each steamer here would have been about as follows:—

Stevedores, unloading and loading,	\$800	—Lining,	\$400
Stalls,	\$300	—Bag-hire and Sewing,	\$500
and Stores,	\$900	—Commissions and Incidental Expenses,	\$600
—or in all			\$3,500.00
Wharfage, Harbor and Police and Hospital Dues for ten days,			240.00
Cartage, &c.—cannot well be estimated			.....

\$ 3,740.00

Or a total for the ten steamers of ..... 37,400.00

The inland carrier would have earned \$2 per ton on the whole transaction, ..... \$36,000.00

The "coaling" of these steamers at Cape Breton would have benefited the trade there to the extent of at least ..... 10,000.00



As a seemingly fair illustration of the general effect of the Welland Canal tolls in lessening the volume of west-bound merchandise, and of course in reducing revenue, take a few particulars for a series of six years, collated from the Inland Revenue returns:

STATEMENT No. I.

ARTICLES.	1875	1876	1877	1878	1879	1880	Total in six years.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Beer .....	27	100	12	21	.....	8	168
Crockery, .....	6	6	36	29	.....	.....	77
Dye Woods & Dye Stuffs.	30	186	726	834	31	.....	1,807
Earthenware, .....	120	105	50	56	11	6	348
Glassware .....	13	4	8	51	.....	.....	76
Glass (window) .....	140	67	53	31	17	33	341
Molasses, .....	21	25	1,522	1,194	7	5	2,774
Nails .....	146	132	193	40	89	34	634
Soda Ash .....	507	240	454	1,590	341	262	3,394
Sugar .....	317	174	2,719	3,072	1,355	32	7,669
Tin, .....	29	54	745	1,926	41	20	2,815
Vinegar .....	6	14	6	7	.....	.....	33
Whiskey, etc. ....	280	337	119	163	12	23	934

The decreases shown here are remarkable; so are the small totals for the six years. While writing this, the Secretary has a statement before him which shows that, if in 1880 all the Welland Canal tolls had been abolished on the upward movement of the following articles, the loss of revenue from the traffic of that year would only have amounted to \$186.80,—viz:

Beer,	Manilla,	Paint,	Resin,	Vinegar,
Crockery,	Molasses,	Pitch,	Soda Ash,	White Lead,
Earthenware,	Nails,	Tar,	Sugar,	Whiting,
Window Glass,	Oil,	Rags,	Tin Plates,	Whiskey.

But the showing for Iron of various kinds and for Salt is better than that in the foregoing table. The next Statement relates to the quantities of these articles passing westward through the Welland Canal during six years:

STATEMENT No. II.

YEARS.	RAILWAY IRON.		PIG IRON.		ALL OTHER IRON.		SALT.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
1875..	8,024	\$1,203.60	1,082	\$ 162.30	360	\$ 54.00	496	\$ 74.40
1876..	17,598	2,639.70	175	26.25	277	41.55	2,277	341.55
1877..	354	53.10	749	112.35	133	19.95	2,747	412.05
1878..	4,712	706.80	1,244	186.60	308	46.20	6,442	966.30
1879..	6,261	939.15	2,634	395.10	745	111.75	8,156	1,223.40
1880..	3,375	506.25	11,594	1,739.10	174	26.10	7,130	1,069.50

In considering these two Statements, it should be borne in mind that the articles in No. I. pay tolls for the St. Lawrence canals and also for the Welland Canal; while Iron and Salt have the advantage of passing free through the Welland, if tolls have been paid on passing through the St. Lawrence canals.

The traffic on the Welland Canal, up and down, during 1877, 1878, and 1879, was less in these years respectively than in 1869, by 19·03, 12·89, and 16·10 per cent.

No tolls are levied on any of the following articles when transported on the New York Canals:—

*Pork.	*Wool.	Hops.
*Beef.	*Live Cattle, Hogs, and Sheep	Domestic Spirits.
*Bacon.	Cotton.	Oil Cake.
*Cheese.	Tobacco, unmanufactured.	Bar and Pig Lead.
*Butter.	Hemp.	Domestic Woollens.
*Lard.	Clover and Grass Seed.	“ Cottons.
*Tallow.	Flax Seed.	Coffee.

The rate of toll that would be levied on the articles to which an asterisk (\*) is prefixed, on passing *each way* through the Welland Canal, is 20c. per ton; the rate upon the others is 40c. per ton. A further rate of 15c. per ton would have to be paid before any of them could pass down to, or up from Montreal,—while the additional charge on some of them would be 20c. per ton.

[Note.—In addition to the particulars on this and the preceding page, a number of Statements, containing important details relating to Canal Tolls, will be found on pp. 9, 10.]

A future opportunity may occur for answering a most important question—What will be the effect of Canal Tolls—especially those on the Welland—upon the carrying trade of the near future between the older Provinces of Canada and those of the North-West via Lake Superior? The Secretary has also at hand the statements of a season's trade by the Sault Ste. Marie Canal, from which it may be fairly inferred that these Canadian Canal Tolls will operate very adversely to the interests of the Merchants and Common Carriers of the Dominion.

[Note.—The Statements on pp. 11 to 15 inclusive, can hardly fail to show, (1.) how great the traffic may very soon become between the older Provinces of the Dominion, and the new Provinces in the Canadian North-West; and (2.) lead to the conclusion that Canal Tolls on the St. Lawrence and Welland, will certainly impede the development of that inland trade.]

So much for the burdens under which west-bound freight through Canada has to compete with the far less expensive route of the Erie Canal. The following particulars afford an illustration of the impediments to the eastward movement of merchandise:—

A contract has been made with parties at a port on Lake Erie, for a propeller once a week to take 370 tons of boxed meats, lard, etc., to Montreal, to be

transshipped here to a steamer for Liverpool. *The inland freight charge is based on current rates for grain at Toledo and Detroit at dates of shipments.*

Now, the Canadian canal tolls on wheat or corn amount to 20c. per ton, that charge including passage through the Welland and other canals down to Montreal; on boxed meats, however, the Welland Canal rate is 20c. per ton, and 15c. more for the St. Lawrence canals—or a discrimination of 15c. in favor of a ton of United States wheat, against a ton of United States boxed meats. It seems desirable, among other things, to cultivate this freighting of boxed meats, as affording a considerable amount of dead-weight for the trans-Atlantic steamers; and the shippers are anxious to continue and enlarge the trade, if the tolls can be made less burdensome. The tolls affect shippers thus:—

A cargo of wheat or corn from any port on the Upper Lakes,—(say of 370 tons) pays canal toll at the rate of 20c. per ton to Montreal.....	\$ 74.00
But a cargo of 370 tons of boxed meats has to pay 35c. per ton..	129.50
Difference against each cargo of boxed meats.....	\$55.50
Or, if 26 trips were made during next season of navigation, the discrimination against shippers, (because they deal in boxed meats instead of grain,) would amount to about \$1,500.	

It is unnecessary to multiply examples.

The desideratum seems to be, the securing of such modifications and reductions in the tariff of Canal tolls, as would be certain to lead to a great increase of west-bound merchandise, much of which has gone out of the hands of Canadian forwarders, and for cheapness has taken the Erie canal route;—while there ought to be such changes effected as will induce an increase of freight towards the seaboard by the St. Lawrence route.

There can hardly be any question, that, unless there be a considerable increase in the quantities of stuff to be carried seaward from the port of Montreal, or a development of some entirely new export trade, the benefits of a reduction in Harbor Dues, however considerable, might possibly be soon lost, in consequence of steam and sail tonnage being constrained, after all, to seek some other ports where there is likely to be more freight to compete for.

As an incentive to immediate action it need only be stated that the question of FREE CANALS has been agitated by the Merchants of New York, and is understood to be under consideration by the Legislature at Albany—the proposition being to abolish all tolls on the Canals and to provide for their maintenance by a State tax. As was said elsewhere, “it would appear to be the dictate of wisdom that the water high-ways of the Dominion should, in the meantime, be made available for enlarging and extending Canadian Commerce, WHETHER THEY YIELD ANY PRESENT DIRECT REVENUE TO THE GOVERNMENT OR NOT.”

### AGGREGATE REVENUES FROM TOLLS.

The following Summary Statement shows the aggregate amounts of Tolls collected and Merchandise transported, Westward and Eastward, via the St. Lawrence and Welland Canals, during the past three fiscal years:—

	1880.	1879.	1878.
Aggregates of Tolls .....	\$323,828	\$311,236	\$337,630
Tons of Merchandise .....	2,370,868	2,206,679	2,478,257

### PROPORTION OF TOTAL TOLLS LEVIED ON BREADSTUFFS.

The proportions of the amount of Tolls levied upon Grain and Flour, passing downward through the Canals, during the past three years, as deduced from the following statements and the foregoing summary, —were:—

1880.....	\$323,828 .....	\$68,316, or 21 per cent.
1879.....	311,236.....	52,470, " 17 "
1878.....	337,630.....	48,413, " 14½ "

STATEMENT shewing the QUANTITY OF FREIGHT passed from MONTREAL to Canadian and United States Ports WEST OF PORT COLBORNE, on Through Passes issued at Montreal; also the Iron and Salt passed free on Welland Canal, not included in the Through Passes, and the amount of Tolls collected on the same for the seasons of navigation in 1878, 1879 and 1880.

	1878.		1879.		1880.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Merchandise, excepting Iron and Salt, from Montreal to Canadian Ports.....	24	\$ 14 40	1,552	\$883 20	588	\$834 55
Ditto, to United States Ports.....	874	500 46	675	308 60	1348	795 55
Total.....	898	\$514 86	2,227	\$1,251 80	1936	\$1130 10

QUANTITY AND TOLLS on the following Articles passed from Montreal to Ports beyond Port Colborne.

	1878.		1879.		1880.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Iron .....	7,385	\$1,107 75	13,278	\$1,991 70	18,632	\$2794 80
Salt .....	7,692	1,153 80	13,224	1,933 60	16,463	2469 45
Glass and Glassware.....	7	4 20	4	2 40	9	5 40
Soda Ash.....	27	16 20	329	197 40	736	459 60
Tin.....	2	1 20	276	165 60	447	268 20
Beer.....	7	4 20	23	13 80	52	31 20
Whiskey, &c.....	52	31 20	33	19 80	50	30 00
Merchandise.....	98	55 80	509	305 40	275	165 00
Total.....	15,265	\$2,374 35	27,676	\$4,679 70	38,694	\$6223 65

STATEMENT shewing the QUANTITY of the following ARTICLES, passed from Ports West of PORT COLBORNE to MONTREAL, and the amount of Tolls collected thereon during the seasons of navigation in 1878, 1879 and 1880.

	1878.		1879.		1880.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Wheat .....	111,534	\$22,306 80	200,365	\$40,073 00	191,374	\$38,274 80
Corn .....	120,782	24,156 46	103,025	20,605 00	141,278	3,255 60
Pease .....	801	178 20	450	90 00	154	30 80
Barley .....	1,045	209 00	158	31 60	.....	.....
Oats .....	2,358	471 60	374	74 80	.....	.....
Flour .....	5,213	1,043 60	7,310	1,462 00	8,750	1,751 80
Petroleum .....	237	47 40	671	134 20	.....	.....
Merchandise .....	.....	.....	.....	.....	6	3 60
Total .....	242,165	\$48,413 00	312,353	\$62,470 60	341,571	\$68,316 60

With reference to Goods passing down the St. Lawrence Canals, having been transhipped after passing the Welland Canal, the port, whether Canadian or Foreign from whence they come, can only be ascertained by reference to the Ships' Reports, which would occupy two or three weeks.

## STATEMENT I.

Showing the amount and kind of Freight carried through the Canal (Sault Ste. Marie) to Lake Superior on boats running between Lake Superior and the lower Lakes during the season of navigation 1879.

## UPWARD FREIGHT.

Acid.....carboys	262	Leather.....rolls	178
Apples.....bbls	10,245	Lard Oil.....bbls	1,798
Butter.....lbs	92,424	Lard.....lbs	3,959
Barrel hoops.....bdls	3,501	Liquors.....bbls	967
Barrel heads.....bdls	330	Limestone.....tons	8,838
Beef.....bbls	340	Lumber.....	360,000
Boilers.....	28	Mowers and Reapers.....	87
Beer.....kegs	330	Malt.....lbs	234,197
Bar Iron.....tons	2,692	Machinery.....tons	528
Brick.....m	946	Moulding Sand.....tons	500
Cattle.....	54	Nails.....kegs	47,532
Canned Goods.....cans	5,200	Pig Iron.....tons	368
Crockery.....crates	15	Pork.....bbls	368
Coal Oil.....bbls	7,342	Powder.....tons	172
Coal.....tons	110,112	Potatoes.....bush	3,636
Candles.....lbs	61,548	Railroad Iron.....tons	21,044
Cheese.....lbs	5,849	Railroad Spikes.....kegs	5,833
Coffee.....bags	7,635	Salt.....bbls	88,368
Coarse Grain.....bush	5,030	Sugar.....bbls	23,107
Cement.....bbls	11,735	Soap.....boxes	11,291
Cider.....bbls	20	Soda.....lbs	13,822
Coke.....tons	200	Syrup.....bbls	3,200
Dried Fruits.....lbs	120,889	Staves.....	1,104,000
Engines.....	21	Shingles.....m	388,000
Eggs.....bbls	153	Tea.....chests	6,684
Fish.....kegs	8,923	Tobacco.....lbs	213,539
Flour.....bbls	1,432	Tallow.....lbs	1,050
Furniture.....pieces	2,519	Vinegar.....bbls	702
Fire Brick.....m	145	Vegetables.....bush	6,530
Fire Clay.....tons	564	Window Glass.....boxes	2,343
Ground Feed.....tons	1,055	Wagons.....	271
Horses and Mules.....	71	Merchandise not otherwise enumerated.....tons	38,505
Hogs.....	1	Passengers.....	12,659
Hay.....tons	960		
Lime.....bbls	3,292		

## DOWNWARD FREIGHT.

Butter.....lbs	2,600	Flax Seed.....bush	19,870
Bones.....tons	8½	Furs and Pelts.....bales	25
Coal Oil.....bbls	421	Fresh Fish.....cars	147
Carboys.....	561	Fish.....half bbls	4,261
Corn.....bush	374,876	Horses and Mules.....	4
Copper Ingot.....tons	15,719½	Hides.....bales	491
Copper Mass.....tons	1,435¾	Hides.....	1,049
Copper Stamp Work.....tons	4,630¾	Household Goods.....pieces	484
Flour.....bbls	246,623	Iron Ore.....tons	539,542
Flour.....sacks	117,340	Kaolite.....tons	138
Fertilizer.....sacks	300	Lindseed Oil.....bbls	40
Feed.....tons	170	Lumber.....	20,382,000



## STATEMENT I.

## DOWNWARD FREIGHT—(CONTINUED.)

Oats .....	bush	20,000	Scrap Iron .....	tons	548½
Oilcake .....		227	Shingles .....		120,000
Potatoes .....	bush	1,961	Square Timber .....	c. feet	64,000
Powder .....	tons	49	Tallow .....	lbs	417,798
Potash .....	tons	114	Telegraph Poles .....		280
Pig Iron .....	tons	4,597	Wheat .....	bush	2,223,462
Quartz .....	tons	492	Merchandise not otherwise enu-		
Rags .....	tons	28	merated .....	tons	376
Rags .....	bales	131	Passengers .....		1,719
Silver Ore .....	tons	47			

## STATEMENT II.

Showing the amount and kind of Freight carried through the Canal (Sault Ste. Marie) to Lake Superior on boats running between Chicago and Lake Superior Ports during the season of navigation 1879.

## UPWARD FREIGHT.

Apples .....	bbls	2,846	Lime .....	bbls	1,735
Butter .....	lbs	129,970	Lard Oil .....	bbls	177
Bacon .....	lbs	208,679	Lard .....	lbs	93,516
Beef .....	bbls	2,256	Liquors .....	bbls	1,290
Boilers .....		7	Malt .....	lbs	481,343
Beer .....	kegs	2,854	Mowers and Reapers .....		9
Beer .....	cases	3,860	Machinery .....	tons	18
Bar Iron .....	tons	102	Nails .....	kegs	2,340
Brick .....	m	158	Pork .....	bbls	3,647
Cattle .....		645	Potatoes .....	bush	5,462
Coal Oil .....	bbls	7	Railroad Iron .....	tons	78
Coal .....	tons	262	Railroad Spikes .....	kegs	92
Candles .....	boxes	3,609	Salt .....	bbls	187
Cheese .....	lbs	17,559	Sugar .....	bbls	2,802
Coffee .....	bags	1,130	Sheep .....		1,331
Coarse Grain .....	bush	247,425	Soap .....	boxes	5,804
Cement .....	bbls	1,518	Syrup .....	bbls	504
Dried Fruits .....	lbs	12,110	Tea .....	chests	1,035
Eggs .....	bbls	1,284	Tobacco .....	lbs	55,975
Fish .....	kegs	1,738	Vinegar .....	bbls	450
Flour .....	bbls	8,049	Vegetables .....	bush	5,704
Furniture .....	pieces	7,603	Window Glass .....	boxes	969
Fire-Brick .....	m	6	Wagons .....		35
Ground Feed .....	tons	1,475	Merchandise not otherwise enu-		
Horses and Mules .....		210	merated .....	tons	10,374
Hogs .....		560	Passengers .....		1,384
Hay .....	tons	1,390			

## STATEMENT II—(CONTINUED.)

## DOWNWARD FREIGHT.

Butter.....lbs	5,140	Kaolite.....tons	9
Bones.....tons	108	Lumber.....	11,161,000
Brown Stone.....tons	2,226	Lath.....	1,018,000
Beer.....kegs	500	Pickets.....	68,000
Beer.....cases	2,257	Pig Iron.....tons	2,069
Copper Ingot.....tons	429	Quartz.....tons	1,351
Copper Stamp Works.....tons	90½	Railroad Ties.....	5,950
Flour.....bbls	581	Rags.....tons	98
Feed.....tons	32	Shingles.....	6,076,000
Furs, Pelts.....bales	5,963	Scrap Iron.....tons	514
Fresh Fish.....cars	1	Tallow.....lbs	45,617
Fish.....half-bbls	5,355	Wool.....lbs	2,640
Horses and Mules.....	12	Wheat.....bush	75
Hides.....	9,581	Merchandise not otherwise enu-	
Household Goods.....pkgs	1,026	merated.....tons	129
Iron Ore.....tons	533	Passengers.....	1,057

## STATEMENT III.

Showing the amount and kind of Freight carried through the Canal (Sault Ste. Marie) to Lake Superior on Canadian boats during the season of navigation 1879.

## UPWARD FREIGHT.

Apples.....bbls	1,633	Lard Oil.....bbls	3
Butter.....lbs	244,590	Lard.....lbs	17,500
Bacon.....lbs	173,500	Liquors.....bbls	871
Beef.....lbs	569	Malt.....lbs	55,960
Boilers.....	7	Mowers and Reapers.....	147
Beer.....kegs	301	Machinery.....tons	513
Bar Iron.....tons	477	Nails.....kegs	3,540
Cattle.....	1,291	Pork.....bbls	667
Coal.....tons	330	Powder.....tons	10
Coal Oil.....	851	Potatoes.....bush	750
Candles.....lbs	14,260	Pig Iron.....tons	24
Cheese.....lbs	30,730	Railroad Iron.....tons	6,675
Cement.....bbls	10	Railroad Spikes.....kegs	2,737
Coffee.....bags	190	Salt.....bbls	3,690
Coarse Grain.....bush	39,050	Sugar.....bbls	5,731
Dried Fruit.....lbs	4,600	Sheep.....	833
Engines.....	11	Soap.....boxes	2,885
Eggs.....bbls	255	Soda.....lbs	10,700
Fish.....kegs	993	Syrup.....bbls	212
Flour.....bbls	5,781	Shingles.....	388,000
Furniture.....pieces	2,633	Tea.....chest	2,793
Flat cars.....	32	Tobacco.....lbs	36,924
Ground Feed.....tons	100	Vinegar.....bbls	171
Horses and Mules.....	638	Vegetables.....bush	131
Hogs.....	265	Window Glass.....boxes	997
Hay.....tons	834	Wagons.....	210
Lime.....bbls	20	Other Merchandise.....tons	10,725
Lumber.....m	2,676,000	Passengers.....	7,445
Lath.....	450,000		

## STATEMENT III—(CONTINUED.)

## DOWNWARD FREIGHT.

Butter .....	lbs	8,000	Household Goods .....	pkgs	52
Buffalo Robes .....	bales	297	Lumber .....		1,020,000
Copper Mass .....	tons	4	Oil Cake .....	tons	60
Corn .....	bush	265,155	Square Timber Pine .....	c. feet	510,000
Flour .....	bbls	125,636	Silver Ore .....	tons	276½
Flour .....	sacks	8,763	Scrap Iron .....	tons	30
Furs and Pelts .....	bales	2,514	Tallow .....	lbs	2,200
Fish (fresh) .....	half bbls	2,455	Wheat .....	bush	380,129
Flax Seed .....	bush	2,582	Wool .....	lbs	42,070
Feed .....	tons	1,036	Other Merchandise .....		80
Hides .....		3,302	Passengers .....		3,544
Horses .....		1			

## STATEMENT IV.

Showing the aggregate Trade passing through the Sault Ste. Marie Canal:—

## UPWARD FREIGHT.

Acid .....	carboys	262	Lime .....	bbls	970
Apples .....	bbls	14,724	Leather .....	rolls	178
Butter .....	lbs	466,984	Lumber .....		3,036,000
Barrel Hoops .....	bbls	3,500	Lath .....		450,000
Barrel Heads .....	bbls	330	Lard Oil .....	bbls	1,978
Bacon .....	lbs	382,179	Lard .....	lbs	114,975
Beef .....	bbls	3,165	Liquors .....	bbls	3,128
Boilers .....		42	Limestone .....	tons	8,833
Beer .....	kegs	3,485	Malt .....	tons	771,500
Beer .....	cases	3,860	Mowers and Reapers .....		243
Bar Iron .....	tons	3,271	Machinery .....	tons	1,059
Cattle .....		1,990	Moulding Sand .....	tons	500
Canned Goods .....	cases	5,200	Nails .....	kegs	53,412
Coal Oil .....	bbls	8,200	Pork .....	bbls	4,682
Coal .....	tons	110,704	Powder .....	tons	182
Crockery .....	crates	15	Potatoes .....	bush	9,848
Cider .....	bbls	20	Pig Iron .....	tons	392
Candles .....	lbs	79,417	Railroad Iron .....	tons	27,797
Cheese .....	lbs	54,138	Railroad Spikes .....	kegs	8,662
Coffee .....	bags	8,955	Salt .....	bbls	92,245
Coarse Grain .....	bush	291,505	Sugar .....	bbls	31,640
Cement .....	bbls	13,323	Sheep .....		2,256
Coke .....	tons	200	Soap .....	boxes	19,980
Dried Fruits .....	lbs	137,599	Soda .....	lbs	3,182
Engines .....		33	Syrup .....	bbls	2,662
Eggs .....	bbls	1,692	Shingles .....		388,000
Fish .....	kegs	11,654	Staves .....	m	11,040
Flour .....	bbls	15,262	Tea .....	chests	2,856
Furniture .....	pieces	12,755	Tobacco .....	lbs	120,645
Fire Brick .....	m	151	Tallow .....	lbs	1,050
Fire Clay .....	tons	564	Vinegar .....	bbls	81
Flat Cars .....		32	Vegetables .....	bush	695
Ground Feed .....	tons	2,630	Window Glass .....	boxes	377
Horses and Mules .....		919	Wagons .....		26
Hogs .....		856	Other Merchandise .....	tons	17,406
Hay .....	tons	3,284	Passengers .....		21,488

## STATEMENT IV.—(CONTINUED.)

## DOWNWARD FREIGHT.

Butter.....lbs	15,740	Lumber.....	32,562,000
Bones.....tons	116½	Lath.....	1,018,000
Brown Stone.....tons	2,226	Linseed Oil.....bbls	40
Buffalo Robes.....bales	297	Oil Cake.....tons	287
Beer.....kegs	500	Oats.....bush	20,000
Beer.....cases	2,257	Potatoes.....bush	1,961
Copper Ingot.....tons	16,148½	Potash.....tons	114
Copper Mass.....tons	1,439¾	Pig Iron.....tons	6,666
Copper Stamp Works.....tons	4,721¾	Pickets.....	68,000
Carboys.....	561	Powder.....tons	49
Corn.....bush	639,991	Quartz.....tons	1,843
Flour.....bbls	372,840	Rags.....tons	126
Flour.....sacks	126,103	Railroad Ties.....	5,950
Feed.....tons	1,238	Rags.....bales	131
Flax Seed.....bush	22,452	Square Timber (pine).....c. feet	574,000
Furs and Pelts.....bdls	8,502	Silver Ore.....tons	324
Fresh Fish.....cars	148	Shingles.....	6,202,000
Fish.....half-bdls	12,071	Scrap Iron.....tons	1,092
Horses and Mules.....	17	Tallow.....lbs	475,615
Hides.....	13,932	Telegraph Poles.....	280
Hides.....bales	491	Wool.....lbs	44,710
Household Furniture.....pkgs	1,562	Wheat.....bush	2,603,666
Iron Ore.....tons	540 075	Other Merchandise.....tons	585
Kaolite.....tons	147	Passengers.....	6,320

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## ORDER-IN-COUNCIL, 1860.

GOVERNMENT HOUSE, QUEBEC,

Present:

MONDAY, 28th May, 1860.

HIS EXCELLENCY

THE GOVERNOR-GENERAL

IN COUNCIL.

His Excellency was pleased to lay before the Council a Memorandum dated 26th May, 1860, from the Hon. the Minister of Finance, on the subject of the expediency of abolishing tolls on the Provincial Canals in furtherance of the views and policy expressed upon that subject during the recent Session of the Provincial Parliament, whereupon His Excellency in Council was pleased to order, and it is hereby ordered that through all, each and every of the following Canals, locks, and the several sections thereof, viz.:-

The St. Lawrence Canal, the Rideau, Carillon and Grenville Canals, the St. Anne's Lock and the Burlington Bay Canal, vessels and goods shall pass toll free up or down, whether such vessels be American or Canadian, both of which will be entitled to the same exemption on their conforming to such regulations and orders as may be from time to time made by the Department of the Minister of Finance, in reference to the passage through all or any of the above-mentioned Canals or Locks.

That with regard to the Welland Canal, all vessels and goods going through or using that Canal shall continue to pay the tolls at the rates charged by the existing tariff—but of the tolls so paid, 90 per cent. shall be refunded whenever the vessel and goods that shall have so paid toll on the Welland Canal shall enter the St. Lawrence Canals, or report inwards, and enter the goods at any Canadian Port on Lake Ontario, or on the St. Lawrence.

That vessels and goods passing through the Welland Canal and entering at a Canadian port, before they shall be considered as entitled to be refunded the 90 per cent. on the Welland Canal tolls, shall make such declaration and execute such bonds as the proper Department may require, that the goods landed at such Canadian port are *bona fide* intended and landed for consumption in Canada, or to be shipped via the St. Lawrence; and the owners and masters of such vessels shall otherwise conform to such regulations as may be considered necessary, and be established to prevent any evasion of the conditions upon which such 90 per cent. of the tolls is to be refunded.

That vessels and cargoes passing outwards through the Welland Canal shall be treated in the same manner as vessels and goods passing downwards, that is to say:—That such vessels and cargoes, if hailing from a Canadian port, or which shall have come up through the St. Lawrence Canal, shall be charged 10 per cent. only of the rates of toll authorized by the present tariff, upon the master of such vessel producing such evidence of his having come through the St. Lawrence Canal, or of his hailing from a Canadian port, as may be required by the proper officer at the Welland Canal.

It is also ordered that the regulations herein-above made take effect upon, from and after Saturday, the nineteenth day of the current month of May.

Certified.

JOHN COTÉ,

Clerk P. C.

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